

**In the Specification:**

Beginning on page 5, line 3 please change the following paragraph:

To aid the description of the invention an axis systems is defined relevant to each rotor 22 and 24 where for rotor 22, the ~~axis 12~~ axis 12a indicates a longitudinal axis and the direction from the base region of the rotor to the opposing rotor is defined as the forward direction. As shown in Fig. 2, the axis indicated at 14 indicates a lateral axis. Finally, as seen in Fig. 1, the axis indicated at 16 indicates a transverse axis 16 and the arrow indicating a rearward direction.

Beginning on page 7, line 8 please change the following paragraph:

There will now be discussion of the operations of the rotor assembly with primary reference to Fig. 3 and 4. Fig. 3 is a view along the transverse axis at the top dead center portion of the rotor assembly. It should be noted that the rotor assembly would be contained in a housing where the TDC rotor vanes 28a and 28b are contain behind a wall casing and the radially outward surfaces intimately engaged thereto. On either lateral side of the rotor assembly are communication ports attached to the housing where the left-hand portion indicates a high-pressure fluid port "H" and the right hand portion indicates a low-pressure " L". As the rotor assemblies rotate in the direction indicated by ~~arrow 80~~arrow 82 the surfaces 44a and 44b engage one another to create a contact seal between the high-pressure side and the low-pressure side of the rotor assembly. In a similar manner, shown in Fig. 4 the bottom dead center region of the rotor assembly engages an inner surface of the casing (see Fig. 7) and the contact surfaces 52a and 52b engage one another to create a contact seal to prevent fluid leakage between the high-pressure and low-pressure ports. Fig. 5 is a view along the lateral axis showing the low-pressure region of the rotor assembly 20 the first

rotor 22 rotates about the longitudinal axis 12a while a second rotor 24 rotates about the longitudinal axis 12b where 12a and 12b are offset from being collinear by an angle  $\alpha$  ( $\alpha$ ). For exemplary purposes the TDC rotor vanes 28e and 28f have will be discussed in detail with the understanding the analysis is relevant to all the TDC rotor vanes at respective positions along a rotational cycle. As the first and second rotors 22 and 24 rotates in the direction indicated by arrow 80 to in Fig. 5 the contact surfaces 44e and 44f approach one another. Because the area between the lines 84 and 86 are exposed to a fluid (a low-pressure fluid relative to the exit port), there is no need to have a seal between the open regions of the rotors 22 and 24. However, as the TDC rotor vanes rotates to a position indicated at TDC rotor vanes 28g and 28h, the surfaces 44 of each respective TDC rotor head engage one another to create a seal at the top dead center region and hence the fluid is now isolated from the low-pressure region. Now referring to Fig. 1, there is a view of the high-pressure region where the high-pressure port exists between the lines 88 and 90 which represents the edges of the casing. As seen in this Fig. 1 the TDC rotor vanes 28g and 28h are maintaining a seal between the high pressure and low pressure sides. As these TDC rotor vanes advance forwardly in a rotational manner as indicated by arrow 92 to a position shown by TDC rotor vanes 28a and 28b it can be seen that the contact surfaces 44a and 44b disengage from one another as the fluid is ejected from the open area into the high-pressure port. A similar analysis can be conducted for the BDC rotor vanes with reference to Fig. 1, 4 and 5. As seen in Fig. 1, the BDC rotor vanes 32a and 32b are approaching one another as the rotors 22 and 24 rotates about the longitudinal axis 12a and 12b respectively. When the BDC rotors reach a rotational position as indicated by 32c and 32b, they are contained behind the interior wall of the casing and the contact surfaces 52c and 52d engage one another in a contact seal arrangement. Therefore, the combination of the TDC rotor vanes 28g and 28h as well as the BDC rotor vanes 32c and 32b provide contact seals between the high-pressure side and a low-pressure side of the

rotor assembly. It should be noted that the distance between the casing port parameters 84 and 88 are slightly greater than the distance between two adjacent TDC rotors. This placement is important so at least one combination of TDC rotors (from rotor assemblies 22 and 24) are in a contact engagement to provide a seal. Likewise, the rotational distance between casing port edges 86 and 90 are a distance slightly greater than the rotational distance between two adjacent BDC rotors.